

July 1, 1897.

# THE CHINA MAIL.

## TELEGRAMS.

TO THE CHINA MAIL.

**LONDON, 29th June, 1897.**  
The ship *Aden* was wrecked on the coast of the 9th instant, and is reported to have lost 8 passengers, three of the crew, and 34 of the Native crew were rescued by the *Aden*. The wreck was breaking up, and the passengers rescued were Mr. Valpy, Mr. Peck, wife, and infant; Mr. Frank Gillett, wife, and infant; two women, engineer White, and a sailor, and a sailor. The remainder are drowned or missing.

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**THE FRENCH ENVOY AT THE JUBILEE.**  
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## COMMERCIAL MISSIONS IN CHINA.

ITINERARY OF THE BLACKBURN COMMISSION.

After spending eight months in the interior of China, the members of the Blackburn Commercial Mission, Messrs H. Bell and H. Neville, accompanied by Mr. F. S. A. Bourne, of Her Majesty's Consular Service in China, who was sent by the Foreign Department to guide the Mission in their travels through China, arrived in Hongkong on Tuesday. Mr. Neville had arrived from Shanghai some few days before, but he went on to Canton and joined Messrs Bourne and Bell, who had crossed over from the Yangtze to the West River, after leaving Mr. Neville suffering from smallpox at the inland town of Chaotung. Yesterday, a representative of the *China Mail* waited upon Mr. Bourne, who was good enough to furnish some details of their experiences in China, and these have formed the basis of the present article on Commercial Missions in China, with reference to the political and commercial changes that are occurring in South West China.

As is well known, the Blackburn Mission had not the wide scope of enquiry accorded to the Mission sent out to China by the Lyons Chamber of Commerce. That mission was a large one, and its members had various lines of enquiry to pursue. For that purpose, the mission was divided, the members dispersing to the districts where their particular article of enquiry was produced or sold, and resided there for several months. M. Brenier, the head of the Mission and the son of the Messageries Maritimes agent at Marseilles, had been over substantially the same ground as the Blackburn Mission, and arrived from the West River only a day or two ahead of Messrs Bell and Bourne. Altogether M. Brenier has spent sixteen months in China, and has made a most exhaustive investigation of the trade prospects of the land contiguous to the French Colony of Tonquin, from which the French are pushing up their railway into Kwangsi, with the hope (under the recently signed Convention) of carrying it on to Yunnan-fu and with the easily discernible object of tapping the rich trade of the Province of Szechuen.

The Blackburn Commissioners, generally speaking, have devoted their energies to discovering what becomes of cotton piece goods after leaving the hands of the importer into China. In the different districts through which they passed, they found out whether the goods were or were not heavily taxed, whether facilities existed for the free transit of the goods to the ultimate parts of the Empire, how the native trade organisations carried on business and how the Home Commercial organisations could submit recommendations for strengthening their support of the British importers on the spot.

It was in October last that the Blackburn Mission arrived at Shanghai. Pushing up to Hankow and Chungking, the Commissioners remained in those places for some weeks studying the distributive system. Chungking is a favourable position for the study of this work. It is in the centre of one of the richest parts of the rich Province of Szechuen, which is generally believed to contain more concentrated wealth than any other part of China, with the solitary exception of the delta of the Canton River. At Chungking there is a large market for British piece goods. From Chungking, the Commissioners went on to Chengtu, the capital of the province. Here they were well received by the Viceroy, a man of considerable power, as may be inferred from the fact that he is charged with the supervision of distant Tibet in addition to his own densely populated and important Province. Whilst here the Commissioners had the pleasure of seeing a mission that was passing through from Tibet to Peking to pay homage to the Emperor of China and to lay down their tribute as vassals of the Son of Heaven. Taking their lead from the Viceroy, all the officials in the capital and neighbourhood assisted the Commissioners in their investigations and displayed the utmost friendliness and courtesy during their stay there. It was easy to see, however, that the people of the Province are completely in the hands of the official classes, and with that ingrained suspicion which is the product of centuries of repression, the common people and merchant classes without absolutely refusing to give information were found to be most intractable, and few facts were learned directly from them. This, of course, hindered the work of the Mission, but it is satisfactory to know that their stay in the city was not without its advantages, and the required information was obtained by other and indirect means.

Imported goods are very heavily taxed. The exports from the Province are large and profitable. The Imperial Maritime Customs officials estimate that the annual export of opium alone must be over 140,000 piculs, as in addition to the legitimate trade there is the customary amount of smuggling. The splendid salt wells of Szechuen supply the wants of the whole of China, and the other chief articles of export are drugs (Chinese and peaches), hides, silk (which is steadily increasing in quantity and value). Taken as a whole, the common people are industrious and prosperous, but the Province, owing to the Chinese system of early marriages, prolific breeding, and the fact that the Province has escaped the rebellion and devastation

experienced in adjacent Provinces for a period of 250 years, is grievously over-populated, a state of things which Nature is helping to rectify at the present moment by means of the terrible famine now raging in a large portion of the Province, due to a succession of bad harvests and the want of proper communication to bring up supplies of rice from the coast. There is plenty of money in the country, but the distribution of the food stuffs is execrable. It is worthy of notice, as an indication of how news travels in China, that it was from the Viceroy at Chengtu that the Commissioners first heard of the famine in Szechuen. The news had travelled overland by Burma. In the southern districts of Szechuen, cotton is grown very generally. The Commissioners visited several districts not hitherto explored by foreign travellers, and should have some valuable information to give the Chambers of Commerce returning to England.

Dropping on the Yangtze to the town of Suichow, three travellers left the water for a time and took to the mountains with their hand over fifty native carriers and personal porters. At one of the most barren and inaccessible spots on the plateau, some 100 feet above sea-level, Mr. Neville unfortunately developed symptoms of smallpox. The position of the patient was dangerous in the extreme, and the danger of infection to the other members of the mission was also very great. They had no medicines suitable for the treatment of a smallpox patient, isolation and proper treatment were out of the question, and the prospects of Mr. Neville's recovery could have been very slender had it not been for the kindness of the missionaries stationed at the town of Chaotung—Mrs. Tho and Messrs Piper and Hicks. They took Mr. Neville into their own house and nursed him back to health, and now he appears to have thoroughly recovered.

Messrs Bell and Bourne pushed on to complete their investigations. Their next important halting place was Yunnan-fu, the capital of the Province of Yunnan, and the point to which the French have just obtained permission to extend their railway from Tonquin by way of Kwangsi. Mr. Bourne was here for some time, and he has made a most exhaustive investigation of the trade prospects of the land contiguous to the French Colony of Tonquin, from which the French are pushing up their railway into Kwangsi, with the hope (under the recently signed Convention) of carrying it on to Yunnan-fu and with the easily discernible object of tapping the rich trade of the Province of Szechuen.

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The caravan trade was smaller than it ought to be, and the travellers soon learned the reason. They heard that a French priest had been murdered at a point four days' journey ahead, and subsequently heard that Father Mazel, a young missionary, who had been scarcely six months in the country, had been murdered, along with his interpreter, whilst defending his house against a band of robbers. The whole region lying to the South of Yunnan and the northern portion of Kwangsi was over-run by disbanded Black Flags, who, following the inviolable custom of disbanded 'braves', were pillaging the country, waylaying the caravans and plundering native produce and imported goods indiscriminately. Silver and opium were confiscated; cotton yarn was destroyed by fire. Merchants were relieved of all they had, but both they and the coolies were given small sums of money to enable them to reach their native towns. To traverse the route at first projected the Commissioners would have required a guard of 400 to 500 men, but the Magistrate Shing had not the men to spare and the coolies refused to venture into the region. There was nothing for it, therefore, but to discharge the retinue all but one or two indispensable menials, and to turn back into another route. It was twenty days' journey to Kwei-yang, the capital of the Province of Kwangsi, and then they travelled down to Sanchow, where they embarked in four miserable little boats in which it was impossible to sit upright. Seven disagreeable, uncomfortable days were spent in these boats, Kwei-yang was passed through and a visit paid to Lauchau-fu, a commercial centre in Kwangsi, ranking next in importance after Wuchow and Nanning-fu on the West River. It is a clean town, as Chinese towns go, and wears an agreeable air of prosperity, enhanced, perhaps, in the eyes of the travellers by contrast with the poverty-stricken country districts through which they had passed so recently. Lauchau-fu is well supplied with foreign goods, which are, however, heavily taxed. It was plain sailing from this point. The Lin (or Lau) River was navigated to Hsunchau, where it flows into the West River, and a few days' journey took Messrs Bourne and Bell to Wuchow and then to Canton, where they were joined again by Mr. Neville, who had come down from Shanghai to meet them.

A short time will be devoted to acquire a knowledge of the local trade conditions of Hongkong, and then the Mission will depart for England and submit the result of their enquiries to the Chamber of Commerce. They have spent a shorter time in China than the Lyons Mission, but it is remembered that the Lyons Mission's inquiry was restricted chiefly to the piece goods trade. They have acquired an intimate knowledge of the possibilities of trade expansion in China and the disabilities under which foreign trade suffers at the present time, and the ought to be able to lay some valuable recommendations before the Home manufacturers as well as to suggest means for strengthening the hands of the British merchants in the Coast ports.

**TYPHOON WARNINGS.**  
The typhoon season being upon the Colony again, our readers will doubtless be desirous of knowing what typhoon signals have been arranged by the Hongkong Observatory. The official notification of the changes will be found in the *Government Gazette* of February 27th. Below are the principal paragraphs:

**STORM-SIGNAL.**  
A Storm-signal is hoisted in the mast of the three-masted ship at Kowloon Point. They are similar to those hoisted in the British Isles by order of the Meteorological Office, London.

**NORTHERLY GALE.**  
A Cone point upwards means that strong winds are probable from the northward or north-eastward.

**SOUTHERLY GALE.**  
A Cone point downwards means that strong winds are probable from the southward or south-eastward.

[These signals are considered justified if followed, at any place within 50 miles of where they are hoisted by winds of force 5 or upwards to force 12 within 48 hours, or too late if it blows a gale of force 5 or more they are hoisted.]

**VERY HEAVY GALE.**  
A Drum may be hoisted with the cone at night when the weather-forecaster believes that a storm-gale, which may possibly reach typhoon force from the direction indicated by the cone, is approaching, and a gun, placed at the foot of the mast, is fired, whenever the drum is hoisted.

[Use of the drum is at present suspended in the British Isles, and no gun is fired there. It is considered justified if followed, at any place within 50 miles of where it is hoisted, by a gale of force 8 and upwards to force 12 within 48 hours, or too late if it blows a gale of force 9 or more they are hoisted.]

**NIGHT SIGNALS.**  
At such times as a signal ought to be flying, if it were daylight a light signal will be hoisted in place of the cone, consisting of three lanterns showing white or yellow, or but all alike, hung on a triangular frame, put upwards or downwards as the case may be. No lanterns are hoisted to represent the drum.

In every case when it is thought that the motive power is over, the signal is at once lowered.

**CHINA NEWS.**  
The N. O. Daily News of the 28th June says:—The Beiyang case is moving again, and is being deliberated upon by the Chinese Government. The commission to take evidence here in the Hongkong Supreme Court case of the Emperor of China's Beiyang case has come up from Hongkong, and is returning here. Sir N. J. Hansen and the Beiyang case is moving again, and is being deliberated upon by the Chinese Government. The commission to take evidence here in the Hongkong Supreme Court case of the Emperor of China's Beiyang case has come up from Hongkong, and is returning here. Sir N. J. Hansen and the Beiyang case is moving again, and is being deliberated upon by the Chinese Government. The commission to take evidence here in the Hongkong Supreme Court case of the Emperor of China's Beiyang case has come up from Hongkong, and is returning here. Sir N. J. Hansen and the Beiyang case is moving again, and is being deliberated upon by the Chinese Government. 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## Merchant Vessels in Hongkong Harbour.

*Exclusive of late Arrivals and Departures reported to-day.*

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *d*, in conjunction with the figures denoting the sections.

*Section.* *Section.*

Danacation	6	B	Ranch.	Brit.	str.	1874	June	Butterfield & Swire	Sandakan	July 8
Delaenava	5	B	Belat	Brit.	str.	1875	June	Kubo & Co.	July 3.	
D'Elia	5	B	Velang	Brit.	str.	3070	Jane	Jardine, Matheson & Co.	July 3.	
D'Elia	5	B	Hodins	Brit.	str.	788	June	Douglas Steamship Co.	'K'oon D	
D'Hamp	5	B	Eshureit	Brit.	str.	690	June	Douglas Steamship Co.		
D'Hamp	5	B	Mafas	Japan.	str.	1874	June	Nippon Yusen Kaisha	Shanghai, &c.	
D'Hamp	5	B	Fleeter	Geh.	str.	2039	June	Melchers & Co.	Yokohama	
D'Hamp	5	B	Eastian	For.	str.	2847	June	A. R. Marty	daiphong	
D'Hamp	5	B	Carsaki	Japan.	str.	2143	June	Mitsui Bussan Kaisha		
D'Hamp	5	B	Carsaki	Japan.	str.	1874	June	Kwong Hai Weng		
D'Hamp	5	B	Eastian	Italian	str.	1401	June	Carowitz & Co.		
D'Hamp	5	B	Eastian	Italian	str.	1401	June	Carowitz & Co.		

Mitsuo Maru	8	C	Goeking	Japan.	str.	3058	June	28	Nippou Yusen Kaisha	Kobe	July 2.
Pesant	8	C	Hekken	Brit.	str.	2123	June	23	Arnhold, Karberg & Co.		
Propontis	2	K	Farrand	Brit.	str.	2301	June	20	Baring Sing & S. Co.		
Pyrrhus	5	B	Balt	Brit.	str.	2281	June	20	Houston & Swire		
Sympia	3	C	Trubridge	Brit.	str.	3304	June	20	Dodwell, Gill & Co.	Tientsin, &c.	July 6.
Suen	5	C	Sagami	Japan.	str.	3182	June	17	Melchers & Co.	Shanghai	July 2.
U. J. J. J.	5	C	Barrett	Spain.	str.	339	June	9	Order		

1	Smithburg	2	Farphom	3	French	4	French	5	French	6	French	7	French	8	French	9	French	10	French	11	French	12	French	13	French	14	French	15	French	16	French	17	French	18	French	19	French	20	French	21	French	22	French	23	French	24	French	25	French	26	French	27	French	28	French	29	French	30	French	31	French	32	French	33	French	34	French	35	French	36	French	37	French	38	French	39	French	40	French	41	French	42	French	43	French	44	French	45	French	46	French	47	French	48	French	49	French	50	French	51	French	52	French	53	French	54	French	55	French	56	French	57	French	58	French	59	French	60	French	61	French	62	French	63	French	64	French	65	French	66	French	67	French	68	French	69	French	70	French	71	French	72	French	73	French	74	French	75	French	76	French	77	French	78	French	79	French	80	French	81	French	82	French	83	French	84	French	85	French	86	French	87	French	88	French	89	French	90	French	91	French	92	French	93	French	94	French	95	French	96	French	97	French	98	French	99	French	100	French
1	Smithburg	2	Farphom	3	French	4	French	5	French	6	French	7	French	8	French	9	French	10	French	11	French	12	French	13	French	14	French	15	French	16	French	17	French	18	French	19	French	20	French	21	French	22	French	23	French	24	French	25	French	26	French	27	French	28	French	29	French	30	French	31	French	32	French	33	French	34	French	35	French	36	French	37	French	38	French	39	French	40	French	41	French	42	French	43	French	44	French	45	French	46	French	47	French	48	French	49	French	50	French	51	French	52	French	53	French	54	French	55	French	56	French	57	French	58	French	59	French	60	French	61	French	62	French	63	French	64	French	65	French	66	French	67	French	68	French	69	French	70	French	71	French	72	French	73	French	74	French	75	French	76	French	77	French	78	French	79	French	80	French	81	French	82	French	83	French	84	French	85	French	86	French	87	French	88	French	89	French	90	French	91	French	92	French	93	French	94	French	95	French	96	French	97	French	98	French	99	French	100	French

Victoria .....	6	Helsingborg.....	Swedish.	June 29	John & David Nelson.		
Tuenanang .....	3	Waddilove .....	Brit. str.	June 30	Jardine, Matheson & Co.	Manila	July 2.
Sailing Vessels.							

Bidston Hill	2	k	Tait	Br. 4m. bk.	2343	June	6	Standard Oil Co.
Reynal	2	c	Frampton	Brit. bqe	1565	April	9	Standard Oil Co.
Clan Mackenzie	1	c	Stable	Brit. sh.	1509	June	11	Arnhold, Karsberg & Co.
Orient	3	k	Stable	Amer. sh.	1548	April	12	Dowdell, Corliss & Co.
Lucy A. Nickels	2	k	Nichols	Brit. bqe	1380	May	24	Standard Oil Co.
Priggen	2	k	Fernald	Swed. str.	350	June	23	Wieler & Co.

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Alacrity	despatch-vessel	1700	10	3000	Commander Smith-Dorion
Algeria	slong	1050	6	1-00	Commander E. F. Demville
Archer	craiser 3rd class	2770	6	8500	Comd. C. J. Kingmill
Antenora	slowpass	10,850	12	13,000	Captain Spencer H. Logan
Daphne	2nd class coast de fenses	1100	6	2000	Comd. Galloway
		863	2	200	Lt. Com. Chabriel

Firebrand					
Driftboat					
Gumbo	gunboat 2nd class				
Twin-screw cruiser	7860	12	12,000		
turpedo boat destroyer	2600	6	4000	Lieut. A. Gillespie	killed
turpedo boat destroyer	2600	6	4000	Lieut. E. F. Shakespear	died
storeship	1640	—	800		
armoured cruiser, 1st class	5600	12	8500	Captain Edward Olchostock	captured
cruiser 2nd class	3600	8	900	Capt. H. T. Dudding	lost

Narcissus	armoured cruiser,	1st class	6800	12	8900	Captain Wm. U. C. Forsyth	
Pascenic	gunboat 1st class		750	6	1200	Lieut. P. S. St. John	Hongkong
Pennic	gunboat 2nd class		1200	6	1400	Capt. Adams	Hongkong
Phoenix	gunboat		710	6	1200	Lieut. Dorrner	Hongkong
Plymouth	gunboat 1st class						
Rangoon	cruiser 2nd class		3600	8	9000	Capt. A. O. Corry	Hongkong
Rangoon	gunboat 1st class		755	6	1200	Lieut. Spencer V. Y. de Wyndham	Hongkong
Rangoon	cruiser 2nd class		3600	8	9000	Capt. V. A. Tisdall	Hongkong

Catler					
Redford	6	120			
Swift	2	870			
gunboat 1st class					
gun-vessel 2nd class	856				
amar	2047				
air-transp	2				
g-b. 3rd class coast defence	383				
cruiser	6500				
Undaunted	14	8550			
resolving ship	14	—			
Victor Emmanuel	3750				

Foreign Men-of-war on the China and Japan Station.						Where at.
Name.	Flag and Rtg.	Tons.	Guns.	H.P.	Comdant.	
Turpedo Boats in Reserve Nos. 8, 20, 35, 86, 97 and 99, first class; and 3 second class boats.						
* Flagship of Vice-Admiral Sir Alexander Baller, K.C.B.						
* Flagship of Rear-Admiral O.						

Admiral Korneloff	Russian cruiser	1550	16	9000	Captain Moloz	Chetoo
Admiral Nakhesoff	Russian cruiser	7781	16	6000	Captain Kashay	Mazo
Albatross	Portuguese transport	1993	2	750	Capt. Antonio	Vladivostok
Albat	Russian gunboat	810	2	790	Captain Pares	Yokohama
Arcona	German cruiser	1640	8	9300	Captain Beckes	Manila

Aspic	French gunboat	416	3	450	Commander J. J. Smith	Kobe
Bayard	French flagship	704 0	12	450	Commander J. J. Smith	Macao
Gengo	Portuguese gunboat	400	3	440	Lt.-Comdr. J. J. Smith	Nagasaki
Bobro	Russian sloop	380	3	1150	Captain B. B. Smith	Nagasaki
Boston	U. S. cruiser	3800	4	3700	Captain B. B. Smith	Manila
Cavalla	Spanish cruiser	3260	0	4450	Capt. A. M. Smith	Manila
	Spanish torpedo	532	2	600	Lt. A. B. Smith	Shanghai

[illegible]

Alcorno	Spanish gunboat	560	3	890	Lieut. J. J. Smith	Manila
Albatraz	Spanish gunboat	500	2	850	Capt. E. Riquelme Trojillo	Manila
General Lave	Spanish troopship	1200	2	1000	Capt. J. M. Bonavente	Nagasaki
Granmately	Spanish gunboat	620	3	840	Lieut. J. J. Smith	Yokohama
Granmately	Spanish gunboat	1490	2	2400	Capt. J. J. Smith	Manila
Granmately	German cruiser	1640	8	2300	Comdr. D. Regalado	Manila
Granmately	Spanish protected cruiser	1048	4	2200	Comdr. P. Barreto	Manila

Kaiser	German flagship	7877	15	6700	Capitaine	Yokohama
Korejets	Russian sloop	1200	9	2150	Capitaine	Sakon
Kroiser	Russian ship	1642	2	1500	Capitaine	Manila
Klon	French gunboat	800	2	850	Capitaine	Corra
U. S. cruiser	U. S. cruiser	1200	3	1800	Capitaine	Manila
Manila	Spanish transport	1800	2	750	Capitaine	Shanghai
Manila	Russian sloop	1200	3	1400	Capitaine	Manila
Manila	Russian sloop	1200	3	1400	Capitaine	Manila

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Plavins	French gunboat	545	3	459	Captain Thiele	St'oon Dock
Princesses Wilhelms	German cruiser	640	10	800	Capt. L. Oederer	
Princesses of Saxe-Coburg	Spanish cruiser	860	10	185	Comdr. Rodriguez	Vladivostok
Princesses of Saxe-Coburg	Russian flag ship	850	90	2,500	Captain Bessmer	Vladivostok
Black	Russian gunboat	10,928	90	1,500	Captain Astafiev	on route
Bark	Russian cruiser	650	2	210	Comdr. T. Kobol	Manila
St'oon	French gunboat	620	2	210		

Viper	French gunboats	490	4	330	Capt. Rogell	
Vedella	Russian gunboats	650	11	2000	Commodore Slogden	Yokohama
Yorktown	U. S. cruiser	1700	2	1100	Commodore Vandewater	
Zanbaka	Russian cruiser	1850	2			

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